

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 388. --Vol. XIII.]

LONDON: SATURDAY, JANUARY 28, 1843.

[PRICE 6D.]

MAESTEG IRON WORKS AND MARGAM TIN PLATE WORKS.—Glamorganshire.—These two important works, now in actual operation, will be OFFERED FOR SALE, BY AUCTION (unless in the meantime disposed of by private contract), in the month of February next. The Maesteg Works consist of TWO BLAST FURNACES, with STEAM ENGINE, of 4-horse power, have an ample supply of IRON ORE and COAL, extending under 500 acres of land.—The Margam Tin Plate Works are adapted to the making of 500 BOXES TIN PLATES per week; the water power is considerable; the whole of the machinery in good working order. The present machinery is applicable also to the ROLLING of METALS of every description.

Full particulars, and full notices, will be given of the time and place of sale, meantime the works may be viewed, and any information respecting them obtained, on application to Mr. David Rowland, solicitor, White Lion-court, Cornhill, London, and Mr. William Lewis, solicitor, Neath.

VALUABLE TIN MINES IN CORNWALL.—FOR SALE. BY PUBLIC AUCTION, BY Mr. FULLER, at the Auction Mart, on Wednesday, the 15th February, at Twelve o'clock, in ONE LOT, pursuant to a decree of the High Court of Chancery, made in a cause "Fleming v. Samuel."

THE VALUABLE TIN MINES belonging to the East Cornwall Mining Association, known as the BRYN TYE, BEACON, and WHEAL DORA MINES, comprising Brandlee, Hallesey, and Bryn Tye Beacons, in the parish of Roche; the Beacon Mine, the Welcome-by-Bounds, the Beacon Bounds, in the parishes of Roche and St. Wen; Holywell Bounds, in the parishes of Roche and Whithel, all in the county of Cornwall, together with all the MACHINERY, STEAM-ENGINE, and other MATERIALS for working the mines; also a JUDGMENT DEBT of £200, and interest thereon, at 4 per cent., from 24 July, 1838.

Descriptive particulars may be had of Messrs. Gregory, Faulkner, Gregory, and Beardon, solicitors, Bedford row, at the Auction Mart; and of Mr. Fuller, 15, Billiter-street, Fenchurch-street.

COLLIERY, IRONSTONE, IRON-WORK, and FOUNDRY.

In Clackmannanshire.—TO BE LET, with entry at the term of Whitsunday next, the VALUABLE COAL-FIELD of NORTH SAUCHIE, near Alloa, at present in the possession of the Devon Iron Company. This coal has been wrought for the last forty years, in connection with the iron-works at Devon, and is particularly well adapted for the manufacture of iron. The present workings are confined to two seams—the upper five-foot and nine-foot; but there is an extensive field of the lower five-foot seam to work, and the spirit of the land in the property is untouched, both of which could be obtained by sinking down the existing pits at an inconsiderable expense; besides these, there are other workable seams in the coal-field still unwrought. The machinery, utensils, and workmen's houses will be delivered over to the tenant. If required by the tenant offering for the North Sauchie Colliery, arrangements could be made with the Devon Iron Company for obtaining possession at the term of Whitsunday of the ironstone, and of the iron-work and foundry, at present occupied by them. In this case, either a lease or a permanent right will be given to the ground on which the iron-works are situated, and the leases of the coal and ironstone will be granted for such a number of years as may be agreed on. The ironstone supplies a considerable quantity of the material used by the present company, and the works being well situated for the making of iron, as well as for foundry purposes, could be considerably extended.

For full particulars apply to Robert Jameson, Esq., at Alloa; or to James L. Mitchell, W.S., at Rancobol, Clackmannanshire; or to the latter of whom will show the working plans of the coal and ironstone.—Edinburgh, Jan. 11.

TO BE LET, FOR A LONG TERM, A LARGE PIECE OF

GROUND, near London, along the navigable river, and adjoining the SWANSEA CANAL. It is situated IN THE MIDDLE OF THE COPPER WORKS, communicates with the canal and the river, and presents a most eligible site for works for the MANUFACTURE OF COPPER, SPIRITS, OR OTHER METALS, OR FOR CHEMICAL WORKS. The proprietor of the land would undertake to supply coal for a long period, suitable for smelting purposes, upon terms more favourable than any of the present works on the river are now supplied.—Apply to Mr. E. Daniel, 5, Garden-street, Swansea.

FOR SALE, BY PRIVATE CONTRACT, on the ROSEWALL-

HILL MINE, one and a half mile from St. Ives, in Cornwall, THREE STEAM-ENGINES, all new only three years ago, No. 1, a 36-inch cylinder PUMPING-ENGINE, 9-foot stroke in the cylinder and 7-feet in the pump, with all wood work complete, including doors and windows and first piece of connection-rod; No. 2, a STAMPING-ENGINE, on Sims's combined cylinder principle—4-horse power. The consumption of coal with this engine never exceeded 2½ lbs. per horse power per hour; No. 3, a WINDING-ENGINE, 30-inch, double power, Boulton and Watt engine—9-foot stroke, with winding apparatus (iron) complete. The whole of these engines are in the most modern construction, made of the best material and workmanship; are only one and a half mile from a good shipping port, and may be had very cheap.—Application to be made to Mr. Nicholas Fredrick, of Camborne, to Mr. James Sims, engineer, at Redruth; or to Mr. English, 25, Fleet-street, London. Redruth, Dec. 8.

FOR SALE, SIX LOCOMOTIVE ENGINES, well worthy the

attention of Railway Companies, Contractors for Earth Cutting, or Coal Owners.—For particulars apply to Timothy Hackworth, Rho Engine-Works, Shildon, Durham.—Dec. 26.

TO BE SOLD, CHEAP, TWO VERY COMPLETE SETS OF

HOT-BLAST PIPES.—Apply to the Yorkshire Iron Company.

FOR SALE, TWO ONE-HUNDREDTH SHARES in the

GODERDDAN MINES, comprising the Bog Mine, Darren, and Cwmyming, the celebrated mine from which Sir Hugh Middleton made immense profits. The present workings have just reached about ten fathoms under the old mine, which is very extensive, and promise to hold out of immediate profits.—Application to Mr. English, 25, Fleet-street, London.

CARN BREA MINES.—Mr. THOMAS IRVING HILL,

No. 2, NEW BROAD-STREET-COURT, is prepared to TREAT for the PURCHASE of SHARES in the ABOVE MINES; he has also a few GODOLPHIN SHARES to DISPOSE OF.

CARMARTHENSIRE.—TO BE LET, ON LEASE, and

entered upon the 15th of December next, all the SEAMS and VEINS of COAL and CULM in and under 1250 acres, in the parishes of Llangothlan and Llanelli, all over the Llanelly Railway, distant from the port about six miles, and Swansea only eight miles.—Mr. Griffith Thomas, at Pontardulais, will show the farms under where the coal lies; and for further particulars apply to Messrs. Adam Murray and Buss, surveyors and land agents, 4, Parliament-street, London.

TO MANUFACTURERS OF IRON, LEAD, TIN, and TIN

PLATE, COPPER, YELLOW METAL, &c.—A RESPECTABLE HOUSE in LIVERPOOL, having a good connection, and well acquainted with the trade, WISH to MAKE AN ARRANGEMENT with the MANUFACTURERS for the SALE, on COMMISSION, of any of the ABOVE-NAMED METALS.—Apply by letter, addressed "T. O." Post Office, Liverpool.

BANKS'S PATENT.—TO RAILWAY DIRECTORS AND

ENGINEERS.—BANKS has great pleasure in announcing that, by the APPLICATION of his PATENT IMPROVEMENT to the REPAIRS of TIRES of CARRIAGE and ENGINE WHEELS, a WORKING SURFACE is restored, of several times greater durability than any before used.—The frictionless already received of the efficiency and economy of this plan are too numerous to be placed in an advertisement.

LICENCES will be granted to Railway Companies, or other suitable parties.

For further particulars, address F. Banks, engineer, Bengall-street, Manchester.

N.B.—Patents are obtained for foreign countries, as well as for Great Britain and Ireland.

WOOD PAVEMENT.—THE PATENT STEREO-PRISM

COMBINATION FOR WOOD PAVEMENTS, RAILROADS AND OTHER VARIOUS, CHURCH AISLES, PUBLIC HALLS, BARS AND KITCHEN FLOORS, COURT YARDS, STABLES, &c.—The undersigned patentee is desirous of GRANTING LICENCES to such parties as may require to use the above Combination for the purposes of wood paving, &c., at a distance of not less than six miles from St. Paul's Cathedral. A specimen was laid down at the west end of Lombard-street, by St. Mary Woolnoth's Church, in November last, for the Hon. Commissioners of Sewers of the City of London, and many scientific and practical men to whose properties of this combination have been submitted, consider it to possess more strength, with greater elasticity and less noise, than any other wood pavement at present in use.

Further information may be obtained, and models seen, at the office, 5, Bloomsbury-square, at the National Stereoscopic Institution, Southampton-row, Bloomsbury, between the hours of Eleven and One a.m.; at the Polytechnic Institution; and at the office of the Mining Journal.—All letters to be pre-paid.

January 16. THOMAS JOHN DAVIS.

TO THE MINING, RAILWAY, & COMMERCIAL WORLD.

—RICHARD HILL, of RALPHSBURY-CHURCH, FLEET-STREET, LONDON.—Mr. HILL returns his best thanks to his friends for their patronage and remembrance.—FAMILIAR, COMMERCIAL AND SCIENTIFIC MEN, will find his ESTABLISHMENT to be MODERATELY—central, very airy, and perfectly free from dust.—Foreign Wines and Spirits provided as usual.

THE MINING JOURNAL PRESS.

LONDON AND BIRMINGHAM RAILWAY.—Notice is hereby given, that the FEBRUARY HALF-YEARLY GENERAL MEETING of the court of proprietors of the London and Birmingham Railway Company will be held in London, at the Euston Station, on Friday, the 10th of February next, at Eleven o'clock in the forenoon.—The chair to be taken at Twelve o'clock precisely.

GEORGE CARR GLYN, Chairman (Of the board)

JOSEPH F. LEDRAM, Deputy Chairman (Of directors).

Office, Euston Station, Jan. 14. By order, R. CREED, Secretary.

LONDON AND BIRMINGHAM RAILWAY.—Notice is

hereby given, that the BOOKS in which TRANSFERS of SHARES of this company are REGISTERED, will be CLOSED from Thursday, the 25th of January, to Saturday, the 11th of February next inclusive, and that all Transfer Deeds for Registration must be deposited in this office on or before the 30th inst., to entitle proprietors to the forthcoming dividend.

By order, R. CREED, Secretary.

Office, Euston Station, Jan. 11.

SOUTHAMPTON DOCKS.—The advertiser (who has just re-

turned from an inspection of the works at Southampton) invites PARTIES interested in this undertaking to MEET him at the George and Vulture Tavern, Cornhill, on Monday, the 28th January inst., at Twelve for One o'clock precisely.

UNION BANK OF AUSTRALIA.—The directors having this

day declared a DIVIDEND of FIVE PER CENT. for the half-year, upon the entire paid up capital of the bank, PAYABLE on the 1st of February next. Notice is hereby given, that the TRANSFER BOOKS will be CLOSED from the 24th instant until that date.

By order of the board, SAMUEL JACKSON, Sec.

London, 38, Old Broad street, Jan. 23.

IRISH WASTE LAND IMPROVEMENT SOCIETY.—Notice

is hereby given, that the HALF-YEARLY GENERAL MEETING of shareholders of this society will be held at the King's Head Tavern, Poultry, on Thursday, the 10th day of February next, at Twelve o'clock at noon for One o'clock in the afternoon precisely; and Notice is hereby also given, that, in conformity with the provisions of the Act of Incorporation of the said society, four directors will, on the said 10th day of February, go out of office, and each director will be eligible for re-election.

By order of the committee, F. FRY, Secretary.

St. Mildred's-court, Poultry, London, Jan. 26.

CONSOLIDATED COPPER MINES OF COBRE ASSO-

CIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the proprietors of this association will be held, in conformity with the Deed of Settlement, at the office of the company, 25, Austinfriars, on Tuesday, the 31st inst., at One o'clock precisely.—On that day two directors—namely, Robert Passenger, Esq., and George Probyn, Esq., and one auditor, Walter Shalry, Esq., will go out of office by rotation, agreeably in the Deed of Settlement, but are immediately re-eligible, and are candidates for re-election.—It is necessary that parties intending to offer themselves as candidates for the direction and auditorship should leave notice of such their intention with the secretary, at the office of the company, 25, Austinfriars, at least fourteen clear days before the day of election.

By order of the court of directors, WILLIAM LECKIE, Secretary.

25, Austinfriars, Jan. 11.

TAMAR SILVER-LEAD MINING COMPANY.—Notice is

hereby given, that a DIVIDEND of FIVE POUNDS PER CENT. has been declared by the directors on the paid-up capital of this company, PAYABLE on the 17th February next, and following days.

44, Vineyard-square, Jan. 26.

WEST WHEAL JEWEL MINING ASSOCIATION.—

Notice is hereby given, that, at a GENERAL MEETING of the CORNISH SHAREHOLDERS, held upon the Mine, the 1st December last, EDWARD TURNER, Esq., M.P., in the chair.

It was resolved.—That it is the opinion of this meeting that the thanks of the shareholders are due to the Cornish Management of this mine for the prosperous state into which it has been brought by their judicious management.

That it is also the opinion of this meeting, that a Committee of General Management in Cornwall, which shall also act as a Financial Committee, will be more beneficial to the interest of the adventurers generally than a board of directors in London, at an expense of upwards of 2000, per annum.

Resolved.—That the chairman of this meeting is requested to send a copy of its proceedings to the board of directors, and to request that they will insert the same in any notice they may issue for a special general meeting of the adventurers in West Wheal Jewel.

These resolutions were carried unanimously, and were immediately entered upon the cost book, and signed by all present, constituting nearly one third of the shares of the company, and have subsequently been approved of by a very considerable number of other shareholders; notwithstanding which, the directors have thought proper to take an entire new set of resolutions, in conformity with the 24th clause of the Deed of Settlement, it becomes one duty to comply with the wishes of several shareholders, who, accordingly, give NOTICE, that a SPECIAL GENERAL MEETING of the shareholders will be held on Saturday, the 11th February next, at Twelve o'clock precisely, at the Office of the Association, 25, Threadneedle-street, for the purpose of submitting the above mentioned resolutions, and considering the propriety of carrying them into immediate effect.

JOHN LYLE, Committee of management.

Dated West Wheal Jewel, Jan. 26.

MR. HENRY ENGLISH, at the suggestion of several friends

interested in Mining Operations, having determined on taking upon himself the business of MINERAL SURVEYOR AND ESTATE AGENT, will be happy to undertake the survey of any Mineral Property, or negotiations for purchase or disposal of the same.

Mr. English has availed himself of the services of experienced agents of high repute in Cornwall, North and South Wales, and Ireland, as also in the North, with the view to the examination of mines and collieries, and reporting thereon, to whom surveys may be confidently submitted, and their opinions taken on the several adventures.

Mr. English is authorized to PURCHASE ONE OR MORE TREWAVAS SHARES; as also to DISPOSE OF TWO SHARES in the GODERDDAN MINES.

ORDERS RECEIVED FOR

ANDREW SMITH'S PATENT WIRE ROPE.

GORRADAILE'S PATENT FUEL.

BICKFORD, SMITH, AND DAVEY'S PATENT SAFETY FUSE.

MARGARY'S PATENT SULPHATE OF COPPER FOR PRESERVATION OF

TIMBER IN MINES, AND ON RAILWAYS.

MINING OFFICES.—Mr. THOMAS IRVING HILL,

No. 2, NEW BROAD-STREET-COURT.

SHARES IN CORNISH AND OTHER MINES BOUGHT,

SOLD, OR EXCHANGED, on COMMISSION, Bidses, including by first rate practical miners; specimens of the ores of the various mines to be seen, and every information given, on application to William Trower, Esq., from Redruth, Cornwall, at his offices, 10, Threadneedle-street, London.

N.B.—A quantity of Black Jack for Sale.

THE PATENT SAFETY FUSE,

FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonials to its usefulness with which the MANUFACTURERS have been favoured from every part of the Kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c., &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, AND DAVEY, Camborne, Cornwall.

SEYSSSEL ASPHALTE—CLARIDGE'S PATENT.—

Patented by all the principal Architects and Builders in this country and abroad.—This ASPHALTE is a homogeneous substance, obtained from an insoluble oil in Petroleum, in the form of Masticum. In consequence of the daily elongation made to imitate this valuable mineral production, by the mixture of gas and other tars, chalk and sand to which composition the name of "Asphalte" is given, ARCHITECTS, BUILDERS, and others for the purpose of securing the use of the genuine article are particularly REQUESTED TO INQUIRE in their SPECIFICATIONS, "The Seysssel Asphalte—Claridge's Patent" and not merely "Asphalte" or "Masticum." As a proof of the great durability of the GENUINE ASPHALTE, it need only be mentioned, that the first work executed in this country with this material (extending to 2000 feet) was at Chelsea, viz. the House of the Duke, in the month of April, 1818, and which, although only half an inch in thickness, has remained, up to this time a period of four years and eight months, in the most perfect condition.—Books of traction chain, with scale of prices, may be obtained on application to

Seysssel Asphalte Company's Depot, Margate, London.

Note.—Notice the pavement in Parliament-street, London, and the works of the Model Prison, at the Albany-yard Cemetery (which, from the failure, has since been removed) at the Hotel, at the Borough Station of the Great Western Railway, were executed by this company.

NEWPORT AND NANTYGLO RAILWAY.

CAPITAL, £200,000.

In 2000 shares of £100 each.—Deposit £5 per share.—No call to be made at less intervals than three months.

PROSPECTUS.

It appears, by the annexed report of Messrs. Hodgkinson and Marsh (the engineers) that the above railway (first proposed to be constructed as a single line, the whole distance of twenty-four miles and thirty-one chains, at an estimated expense of £225,000) will cost, with a DOUBLE LINE FROM AND ALONG the NEWPORT WHARFS TO PONTYPOOL, the sum of £275,000. The estimated revenue is as under:—

The average annual income from the iron works, now established on

the line of 1½d. per ton per mile for conveyance and railway dues, will be at least

The passenger traffic, at very moderate fares

The coal traffic, 200,000 tons per annum of house and steam coal, carried thirteen miles, on the average at 1½d. per ton per mile, including every expense

(The present coal trade of the town of Newport averages 700,000 tons per annum, and the cost of transit on the existing tramways and canals is not much less than 2½d. per ton per mile.)

General merchandise, including food and clothing for a large mining population, provender for horses employed at the works, black carriage of foreign iron ore, carriage of mails, fire bricks, &c., at a very moderate calculation

Total revenue

It is considered that the cost of working the line, at an average speed of from twelve to fifteen miles an hour for passengers, and from six to eight miles an hour for the iron and coal traffic, with an expense for coke not exceeding 2s. per ton, will be about one third of the

Dividend on capital of £200,000, at 5 per cent. exclusive of

Surplus for depreciation of stock, &c.

Total

The above estimates, with the various details upon which they are founded, were submitted to the consideration of a public meeting, of gentlemen connected with the iron and coal districts of Monmouthshire, held, in pursuance of public advertisement, in the Great Hall of the New Town Council-house, at Newport, on Thursday, the 12th day of January, 1843, and were unanimously approved of.

An Act for the incorporation of a company for making and maintaining the above railway, will be applied for at the commencement of the ensuing session, all the officers for that purpose having been duly given place, and according to the orders of the two Houses of Parliament. It is proposed that this Act shall contain all the powers, provisions, and clauses usually inserted in Railway Acts, which limit the liability of the shareholders to the extent of their shares.

The proceedings in Parliament will be conducted by a provisional committee, who will give their gratuitous personal services for that purpose. Immediately after the Act shall have been obtained, a general meeting of the shareholders will be called, for the election of a committee of management.

A deposit of £5 on each £100 share is required to be forth with paid into one of the undermentioned banking houses, or their respective branches:—

Monmouthshire and Glamorganshire

Monmouth and Glamorgan Bank.

Glamorganshire

Monmouth, Brecon and Rhondda.

The West of England Bank.

Bristol, Bath, &c.

Monmouth, Brecon and Rhondda.

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CARN BREA MINING COMPANY.

UNITED MEXICAN MINING ASSOCIATION.

Mr JOHN EASTMORE, Bart., M.P., in the chair.

The twenty-second half-yearly meeting of the proprietors of the Liverpool and Manchester Railway, was held on Wednesday, the 25th inst., at the

7th

The meeting of the proprietary of this railway, adjourned to Tuesday, Jan. 10th inst., has terminated in the adoption of the plan, incorporating the road with the Erie and Ontario.

VICTORIA RAILWAY COMPANY.

had stated at the last meeting that about 65000l. would be required to complete all works; 40700l. had already been expended, and it was found that 24000l. further would be required, which would be 10000l. more than was at first estimated; to provide this money it would be necessary to make another call of 5l. per share, which would not be required all at once, but 2l. 10s. would be called for first, and the other 3l. 10s. when it was required.

A PROPRIETOR remarked, he could not see the use of the contracts, as they did not seem to have turned out at all well; it would be far better to let the coalowners take their own course, for it was to their own interest to send as much coal as possible down the line.—The CHAIRMAN explained that, certainly, some of the first contracts had not turned out well. In No. 1 and No. 4 there was no security, that of No. 2 was very good, and in No. 3, which was a company, there were some very responsible people. It would not do to press just now for the forfeit money, but, by letting that stand over, give an opportunity to the contractors to complete their preparations for effectively working their coal.—The reason why these contracts to send down a certain quantity of coal were entered into, was, because the company provided waggons for that quantity, and the toll upon a certain number of tons of coal, or the forfeit money in the event of that number not being sent down, was, in fact, for the hire of the waggons and shipping stages. The company, of course, must have a certainty of being repaid in some way for the capital expended on their waggons and shipping stages.

In reply to a proprietor, the CHAIRMAN said, the tolls were collected in various ways, some coalowners paying cash, others every two months, giving bills at two months, and all of which had been duly honoured as yet. The lawsuit which was commenced with the Harbour Commissioners had been satisfactorily settled, without further legal proceedings. The defalcations of the coalowners mentioned amounted at present to 25000l.; there would be no actual loss, as, if these parties were not able to work the mine, others would, as the coal was of excellent quality.—A PROPRIETOR wished to inquire if the operations of the company were not progressing towards a little dividend?—The CHAIRMAN replied, that the profits upon the revenue for the past eight months was about 10000l., and the expenses not increased. It was impossible for him to say what would be the result of the next four months' working, but everything looked very favourable.—Mr. DRAPEL observed that the success of the railway mainly depended upon the success of the anthracite coal.—The CHAIRMAN said, Government had sent a person to Wales to test the fitness of anthracite for the purposes of steamships. The *Heracles* had worked all along with anthracite, which answered admirably, and only required a little care. Mr. Hennis had told him that he had used anthracite coal for a steam-engine, and found it the best for that purpose. It had been stated that the black-band ironstone had been found in the valley in several places.—Some conversation then ensued, respecting the Pembroke coal, which it was feared might interfere with the Llanelly coal, but it was explained that the collieries in that part were not of sufficient importance to raise any fear of a rival.—Mr. BUTTS, after a few remarks upon the solicitors' bill, moved that it be taxed, to which an amendment was moved, and carried unanimously, that the directors be left to settle the matter as best suited the interests of the company.—After a little desultory conversation, the thanks of the meeting were voted to the chairman and directors, and the meeting adjourned.

UNION BANK OF AUSTRALIA.

A special general meeting of the shareholders of this bank was held at the offices, in Old Broad street, on Monday, the 23d instant, to receive a statement of the income of the bank to the 31st December last, and for the declaration of a dividend.—The meeting was numerously attended, at which J. R. TODD, Esq., presided.—The CHAIRMAN said, that as that was not a general annual meeting, the proprietors would not expect any lengthy observations. He would, therefore, only say, that the concern, from the beginning, had worked well, and continued to work well, as the result had proved to the directors, and he hoped it would also appear as satisfactory to the proprietors.—The SECRETARY (Mr. Samuel Jackson) then read the advertisement convening the meeting, and afterwards the report, from which it appeared, that the accounts from the branches in the colonies were of a most satisfactory nature, and that commercial affairs in the Australian colonies were assuming a much more favourable character. The statement of accounts was such that the directors were enabled to declare a dividend of 5 per cent. for the half-year upon the entire paid-up capital of the bank. The net assets to the 31st December last were—paid-up capital in London, 616,640l.; ditto in the colonies, 163,675l., to which the net profit for the half year (47,967l. 6s. 7d.) being added, made a total of 828,982l. 6s. 7d. The amount of undivided profit in June, 1842, was 64,109l. 13s. 11d., to which must be added for the half-year, ending at the branches on the 30th of June, and in London on the 31st of December, after deducting all current expenses, and making allowance for bad and doubtful debts, 47,967l. 6s. 7d., from which deduct one-tenth for the reserve fund—viz., 4796l. 14s. 5d.—leaving 43,170l. 11s. 11d., and there would be a total undivided profit of 107,260l. 5s. 10d., from which 37,000l. being deducted for the dividend at Midsummer, a clear undivided profit of 70,260l. 5s. 10d. remained, in addition to which there was a reserve fund of 24,458l. 11s.—Mr. G. R. ROBINSON asked if the dividend included the new series of shares?—The CHAIRMAN: Yes, on the entire capital.—A PROPRIETOR wished to know if any further call would be made on the last series?—The CHAIRMAN thought not at present.—Mr. LEVY asked how the reserve fund was laid out?—Mr. H. DE CAMERO said, that from the satisfactory accounts placed before the proprietors, he thought their proper duty was to move the adoption of the report, and any discussion could come afterwards. As he, for one, felt himself very much indebted to the directors for the zeal and ability with which they had managed the affairs of the company, he should move that the report be adopted.—Mr. LEVY persisted in his question as to the reserve fund.—Mr. CUMMINGS (a director) said, that on previous occasions the reserve fund had been made use of for remittances between this country and the colonies, but as in the half-year the opportunity had not been so great, 37,000l. of it was invested in the 2½ per cent.—In answer to a proprietor, the CHAIRMAN said, that the question of a charter was referred by Lord Stanley to the colonies, but there had not been sufficient time to know the result. It would not be lost sight of by the directors.—Mr. BORDAILE asked if the branches in the towns of Nelson and Port Nicholson, in New Zealand, were more successful?—The CHAIRMAN: They are particularly successful, as far as we have got the accounts.—The adoption of the report was then seconded, and passed unanimously.—In reply to a proprietor, the CHAIRMAN said the income tax would be deducted from the dividend of 5 per cent., and that the total undivided profit remaining, after the dividend and that tax, would be about 53,000l.—A PROPRIETOR having alluded to the smallness of the room for so large a meeting, and suggested the London Tavern in future, the CHAIRMAN promised at the next meeting there should be a better arrangement.—Mr. MEER then moved a vote of thanks to the directors, which was seconded by a PROPRIETOR, and passed by acclamation, when the meeting adjourned.

MUTUAL LIFE ASSURANCE SOCIETY.

A very full meeting of the members of this society was held on Wednesday, the 18th inst., at the King's Head Tavern, in the Poultrey.
Mr. GORDON, M.P., one of the directors, in the chair.
Mr. HARRY, F.R.S., the actuary, read a statement of the accounts for the year ending the 31st of December last, from which it appeared that the assets of the society amounted, in the gross, to 249,438l., and the liabilities to 225,461l., leaving a clear divisible surplus, for bonuses to the assured, of upwards of 24,000l., giving an average of about 60 per cent. to each premium, whatever its sum might be.
The learned CHAIRMAN congratulated the members upon the present position of the society. This was the seventh annual investigation of its condition, which was such as to prove the accuracy of the principle upon which it had been formed, and the certainty of its success. If the number of the insurers was not so large as might be expected from the great advantages it conferred upon members, the cause was, that the public were not sufficiently acquainted with the merits of the society; but, as they became known, the number would increase; and, ultimately, the institution would become one of great magnitude. The society was first established by only one hundred gentlemen, who all agreed to insure their lives, convinced that their premiums would form all the capital necessary to make a commencement; and the result proved that they were not wrong. Of course the application of sound medical judgment, and the adoption of all other proper precautions, were indispensable. From that time the funds of the society had continued to accumulate, and now there was a capital equal to that of many insurance offices which had been in existence four or five times as long. The founders of the society engaged that if any life, or lives, should fail before the receipts should be equal to the demands that would then arise, they would make up the deficiency out of their own pockets—a proof of their confidence in the plan, as well as of the sincerity of their intentions. The society would now bear as advantageous comparison with other insurance offices.—The learned gentleman then went into some calculations, to show that if the money paid as premiums were put out to compound interest, and that if the insurers could even get more than that for their money, they could not obtain so much profit as they would from the society, at their death, in the shape of bonuses, in addition to the amount insured for; and, further, that if the society continued to prosper, the time would ever arrive at which an insurer would pay more than he would receive. It might be asked, where were their profits, then? Why, many insurance were effected for the purpose of paying debts, arranging family settlements, and for other temporary or contingent objects. Moreover, in this society there were no proprietors to receive interest for the money they advanced; its capital was its own. Insurance offices were in the habit of accumulating a capital of 1,000,000l., whereas 1l. per share only being paid, the real capital was but 50,000l. This society now possessed a capital of upwards of that sum, of its own money; and had become equal to an insurance company, which he would not come, because it would be tedious, of thirty years' standing. If this society were conducted on the usual plan,

not only would they have to pay 5 per cent. to the proprietors, but that body would demand one-third of their surplus capital of 20,000l. to be handed over to them. Then, again, there was in this society no commission; no expensive machinery; everything was managed in the most economical way; and, for the first five years, the directors never took a farthing for their services. If the society were dissolved to-morrow, not only would each insurer receive his money, but also his proportionate share of the surplus 20,000l. The learned gentleman concluded by stating that it was intended to establish similar societies in Birmingham, and other places, under the control of local boards.

The ACTUARY submitted a statement of the results of also policies effected in 1834, as follows:—

No.	Age.	Annual prem.	Amount paid.	Sum assur.	Bonus in addit.
1	30	4734 0 0	4247 5 0	41000	4140 12 0
2	40	7133 4 0	728 13 0	3000	380 10 0
3	50	9013 4 0	924 18 0	3000	410 10 0
4	60	8211 8 0	831 5 0	3000	390 4 0
5	70	72 6 3	745 13 0	1500	319 4 0
6	80	9 12 6	89 2 0	500	55 18 0
7	90	40 1 0	415 0 0	1000	152 4 0
8	100	114 0 0	1175 0 0	2000	471 10 0
10	120	43 1 0	443 18 0	1500	341 6 0

The bonuses might be applied to a proportionate reduction of the premium.

Several members expressed their high satisfaction at the progress and prospects of the society; and, after votes of thanks had been presented to the directors and the learned chairman, the meeting adjourned.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLNHEATH MINING COMPANY.

Jan. 23.—The lode in the 110 fathom level west is ten inches wide, and worth 8l. per fathom. In the 100 fathom level west the lode is eight inches wide, and worth 7l. per fathom; at this level east the lode is still unproductive; in the cross-cut at this level, towards the Flapjack lode, the ground is more favourable for driving; in the mine sinking below the 100 fathom level the lode is ten inches wide, and worth 12l. per fathom; the lode in the stope, in the back of ditto, is fifteen inches wide, and worth 25l. per fathom. The seventy, eighty, and ninety fathom levels, west of Hithelm's shaft, are still progressing towards the lode; in the mine sinking below the ninety fathom level the lode is sixteen inches wide, and worth 12l. per fathom; in the back of this level the lode in the eastern stope is sixteen inches wide, and worth 30l. per fathom; the lode in the middle stope is two feet wide, and worth 45l. per fathom, and the lode in the western stope is eighteen inches wide, and worth 36l. per fathom; in the eighty fathom level east the lode is sixteen inches wide, and worth 4l. per fathom; the north lode, at this level, is eight inches wide, and worth 7l. per fathom; the lode in the stope, in the back of ditto, is sixteen inches wide, and worth 36l. per fathom. In the sixty-two fathom level, both east and west, the lode is small and unproductive; in the deep adit east the lode is two and a half feet wide, composed of spar, capel, and mudstone. The pitches are much the same. F. PHILLIPS.

TIMBOFF MINING COMPANY.

Jan. 23.—I beg to hand you my report of this mine. There is no alteration in the lode in new engine-shaft since last report, the sumptuous being engaged fixing plunger-lift, rods, &c. The sixty east has improved, being now worth from 26l. to 25l. per fathom, this is very encouraging, as the level above, immediately over, was unproductive. The sixty west has regularly been producing good ore till just now; we have cut a cross-course, beyond which we have not seen the lode. Since my last, we have taken down the lode in the fifty west, and find it to be two and a half feet wide, worth 50l. per fathom, leaving good back and bottom. The lode in the fifty east is at present small and unproductive. The forty west continues to be worth 30l. per fathom. The stope in the back of the sixty is worth 35l. per fathom. The stope from the mine in back of fifty, to the west of the shaft, is worth 40l. per fathom. The thirty and west of North Timboff shaft is still yielding good quality ore, worth 15l. or 16l. per fathom. Our pitches in this part of the mine continue to yield good quality ore—men getting fair wages. Palmer's shaft is still in the ironstone, consequently, our progress in sinking it is very slow. The fifty-five west of Palmer's, on the East Poolside, has still a very promising appearance, and producing good ore, as is also the mine sinking below that level. At the south mine we have cut through the south part of Highburner lode, at the eighty-one fathom level, and find it to be worth from 30l. to 60l. per fathom, for iron and copper ore. The seventy-two east continues to be worth about 30l. per fathom. The pitches in this part of the mine continue to look well. I am glad to say, that on the whole, I have never seen this mine to look better than now. I expect we shall sample 240 tons of ore on Thursday next. W. PAUL.

REDFOOT UNITED MINING COMPANY.

Jan. 24.—The lode in the bottom level east is, in character and quality, about the same as last reported, two feet wide, producing good stones of ore, and promising further improvement. The lode in the eastern engine-shaft still continues its size, and presents a very kindly appearance, being about three feet wide, and intercalated with stones of rich, grey, and black ore; this shaft is now down from surface about twenty-two fathoms; the wheel and machinery generally will be completed by the middle of next month, to admit of more satisfactory progress. The parcel of ore sampled on the 13th of this month weighs 32 cwt. 1 qr. (31 cwt.), of about the same quality as the former parcel. J. H. HITCHINS.

FAMAR SILVER-LEAD MINING COMPANY.

Jan. 23.—I have the pleasure to inform you, that the 125 fathom level is looking promising; the lode is eighteen inches wide, producing some good work. In the 115 fathom level the lode is from two to three feet wide, composed of capel, spar, mudstone, and silver-lead ore. In the 105 fathom level the lode is nearly two feet wide, ore, and promising. In the ninety-five fathom level the lode is two feet wide, producing saving work, but not rich. In the eighty-five fathom level the lode is just the same width, producing a small quantity of ore. In the seventy-five fathom level the lode is eighteen inches wide, producing ore of a promising description. In the sixty-five fathom level the lode is one foot wide, chiefly composed of capel, with a little ore. In the fifty-five and the lode is at present in a disordered state, occasioned by being intersected with a slide course. In the forty-five fathom level the lode is small and unproductive. In the tribute department we are, on the whole, looking favourable, and we expect to sample on Monday next, the 30th inst., about sixty-two or sixty-three tons of rich silver-lead ore. At the north mine, the engine-shaft is now about twenty-six fathoms under the adit; the ground, at present, is rather hard. J. SPRAGUE.

CORSEMAN MINING COMPANY.

Jan. 23.—The seventy fathom level is favourable for driving, the lode is full three and a half feet wide, composed of soft white spar and much mudstone—a very promising lode—this level is now extended west of engine-shaft thirty-five fathoms. In the sixty fathom level west we have been, during the past week, cutting north to the north lode, we find it large, letting down abundance of water, and producing a little lead, we intend to let it remain for the present, until it is sufficiently drained, we shall again proceed westward on Chelverton lode. The fifty fathom level, west of Murray's shaft, is unproductive. The pitches in the back of the sixty fathom level continue to look well, especially on the north lode. The prospects in the bottom of the sixty are very encouraging for the seventy fathom level. We sampled on Friday last forty tons of lead ore, of good quality. J. WEBB.

TREVOIL MINING COMPANY.

Jan. 23.—The lode in Henwood's shaft, sinking under the forty fathom level, is twenty inches wide—good tribute ground. The lode in the forty fathom level, east of Henwood's shaft, is eighteen inches wide—very good tribute ground; ditto, west of Henwood's shaft, is nine inches wide—tribute ground. The lode in the thirty fathom level, east of Henwood's shaft, is nine inches wide, unproductive. We have not discovered any more lode in driving south on the cross-course at this level. The tin lode, in the back of the adit level, east of Morcom's shaft, is much as last reported. H. WILLIAMS. J. MORCOM.

THRELKON CONGLOMERATE MINING COMPANY.

Jan. 26.—The driving, east of Christy, has not been taken down this week; this level west is driving on the cross-course. The seventy west is worth 5l. per fathom. The sixty is nearly under Gordon's shaft, which is sinking below the fifty; we shall shortly commence rising against it. The fifty west is eighteen inches wide, and worth but little for ore. At Good Fortune the fifty west is eighteen inches wide, and worth 5l. per fathom. The forty-four west is a kindly lode, and one foot wide. No alteration in any other part. W. SYMONS.

WEST WHEAL JEWEL MINING ASSOCIATION.

Jan. 23.—The ground in the eighty-five cross-cut south is hard for driving. The seventy east, on the south branch, is now by a shaft of a cross-course—we are driving to cut it; the seventy east, on Wheal Jewel lode, is worth 6l. per fathom; the seventy west, on this lode, is worth 20l. per fathom; the ground is very favourable for driving, and congenial for ore. The fifty-seven east, on this lode, has not been taken down in the past week; the mine west of this level is worth 20l. per fathom. No other lode or mine taken down since our last. S. LEAN.

TREVOIL MINING COMPANY.

Jan. 23.—Our progress at present is very slow in sinking the engine-shaft (see account of the quarries of the water), which is now about three fathoms below the sixty-two fathom level; the lode is much the same as last reported, producing about eight tons of ore per fathom in depth, including the length of the shaft. The sixty-two fathom level is extended about fifteen fathoms east from shaft; the present end is poor. We are not yet able to resume the driving of the fifty fathom level east, for want of power to drive the shaft. There is nothing new to report from the tribute pitches. J. NICHOLS.

UNITED WHEAL MINING COMPANY.

Jan. 24.—Seventy Fathom Level.—The lode in the eastern and in four and a half feet wide, two feet of ore of fair quality; in the western and the lode is three feet wide, producing some stones of ore on the north part. Sixty Fathom Level.—The lode in the eastern and is five feet wide, two feet of which is producing ore of low quality; in the western and the lode is five feet wide, ore throughout of average quality. Fifty Fathom Level.—Lode three and a half feet wide, two and a half feet producing good ore. Jones's Shaft.—Lode three feet wide, producing some ore, but not rich. Forty Fathom Level.—Lode two and a half feet wide, producing some ore on the south part—rather improved since last reported. W. RICHARDS. N. LANGDON. S. H. FRANKS.

MINING NOTICES.

BOYALLACK MINE.—The adventures in this mine are likely to be most amply rewarded for their patience and perseverance. The monthly sale of copper on Thursday week, amounting to 316 tons, produced the sum of 4666l. 1s.—At the meeting of the adventures on Friday, they divided 2000l.; and the lode's steward having refused an offer made him of 1800l. as a composition for dues for the ensuing year, the prospects of success must be of the most encouraging nature.—*Falmouth Packet*.

THE HUBBERDALE MINE.—On Monday last, a meeting of the proprietors of the Hubberdale Mine took place at the house of Mrs. Fanny Frost, the Devonshire Arms, Ashford, at which S. Smithers, Esq., the Messrs. Barber, Mr. Bruckfield (of London), and others of the shareholders, were present. All the accounts of the proceedings of the committee of management, and all the demands upon the mine for goods supplied, for salaries, or engagements of any kind, were ordered for immediate payment, and a further call was made upon the shareholders for a fresh supply of the means to carry on the spirited undertaking. The meeting was most cordial, and the report of the progress of the works highly satisfactory. Feeling a deep interest in the well being, the rights, and privileges of the miners of that interesting and important mineral field—the Peak of Derbyshire—we cannot but express sincere gratification at finding gentlemen of spirit entering upon an undertaking of such magnitude, and so much import to the mining interest, as the opening of the level, and carrying on the works at the Hubberdale is. Nor are we long gratified at finding that the prospects of the work are so promising, that we may expect in a few months to be able to announce, that the brightest anticipations of those engaged in the work have met a full and entire realization. After the meeting of the Hubberdale proprietors, a meeting of the proprietors of the Longstone Edge Mines took place, at which many of the proprietors were present; after which both companies sat down together to an excellent dinner provided by Mrs. Frost for the occasion. The usual loyal and mineral toasts were given; of course the most prominent toast on the list was—“Success to the Hubberdale and Longstone Edge Mines,” in which we most sincerely join; and only add, that we wish success, and better times for the lead mines, and all those who, either as masters or workmen, are engaged in them.—*Sheffield Iris*.

MOLE TRAP MINE.—(From a Correspondent).—The expectations of the public, and particularly working miners, have been raised to a high pitch, in consequence of the report that a rich work of ore had been discovered. It is, perhaps, right that the public should be put upon their guard, as it has been evidently done (not, we believe, by the more respectable portion of the proprietors) to raise the shares for the purpose of enabling the least wealthy of the speculators to dispose of the difficulties in which they are placed. There is some credit due to the proprietors generally for their willing and displayed under such apparently insurmountable difficulties of wind and water. One in out of the question; the mine seems more adapted for the summer guides at Mallock, to illustrate the difference between the limestone shale and mountain limestone.

DUNDYVAN IRON-WORKS.—We regret that, through inadvertence, a letter signed “An Observer,” was allowed to appear in our paper of the 31st ult., reflecting on the conduct of Mr. Wilson, of Dundyvan Iron-Works. This letter, which was written by Mr. William Cloughan, consisted partly of a report of the proceedings at a public meeting, and partly of observations thereon. We do not hold ourselves, in general, responsible for the publication of statements made at a public meeting, provided our report of such statements is correct, and we certainly had no intention in this case of identifying ourselves with, or vouching for the truth of such statements. We have not the remotest wish to call in question the perfect right which Mr. Wilson has, in common with every British citizen, to procure the labour he requires at the cheapest rate, and in any quarter; nor do we believe that Mr. Wilson, through any culpable neglect in the mode of managing his mines, can be justly charged with en-slaving or destroying the lives of his workmen. In so far, therefore, as the letter above referred to may have appeared, in the observations following the report of the Langstone meeting, to have inferred such charges against Mr. Wilson, we feel called upon to retract what our expressions may be capable of such a construction, and to express our regret that they were inadvertently allowed to appear in our columns.—*Gloucester Saturday Post*.

LOAN IN CHINA.—We understand that M. Nosenko, a Russian officer, who has devoted much time and attention in exploring the mineral riches of China, in a sketch of the environs of Peking, states the western mountains to be remarkable for the coal which they contain; so abundant is it, that a space of half a league cannot be traversed without meeting with rich strata; yet, either because of this very abundant supply, or from the inveterate habit the Chinese have of leaving all things unperfected, the art of mining is yet in its infancy among them. Machinery, to lighten labour is there unknown, and they have not even an idea of the pumps indispensable to draw off the water; if local circumstances allow, they cut drainage galleries—if not, they abandon the work when the inundation has gained too far upon them. The mattock, pick-axe, and hammer are the mining instruments. Coal is at a moderate price in the capital.

MINE ACCIDENTS.

Wiggle Grange Colliery.—An explosion of fire-damp took place at this colliery, on Saturday, the 14th inst., by which George Robinson and George Newton were most severely burnt; it appears that a sufficient quantity of air had not been passing where it exploded.—On the following day (Sunday) the gas-house was discovered to be on fire, but as engine being in immediate attendance, the fire was got under without material damage.—As Stephen Chappley was employed repairing the shaft of the Lady Pitt, he had to sit on a plank (supported by buntines) that reached across the pit, which, unfortunately, slipping, precipitated him to the bottom—a depth of fifty fathoms.

Clay Cross Colliery.—On Tuesday, the 17th inst., as Nathaniel Coates, collier, aged nineteen, was pushing a waggon, loaded with coal, a quantity of “biad” fell upon him from the roof, and falling upon his head, neck, and back, while in a stooping position, killed him on the spot.

Brampton Colliery.—A serious accident happened at this colliery, on Thursday, the 19th inst., in a lad named George Brown, aged fourteen. He was engaged as a “barrow lad,” and was working at the lower seam of coal, when a mass of the upper coal, with a large quantity of earth, suddenly fell from the side of the pit, broke his leg in two places, and inflicted three or four wounds on his head; it is hoped, however, that he will recover.

Talke Colliery, near Sheffield.—A few days since, a man named Lawton, was descending the pit, the ore came in contact with some projecting substance, which held it while the engine let a considerable portion of rope out, and before it could be recovered, the unfortunate man was thrown in the bottom; both his legs were broken, and his spine seriously injured, but favourable hopes are given of his recovery.

Blackwell Colliery, near Ayr.—On the same day, a collier, named Samuel Cheatham, while waiting at the pit's mouth, began to dance around it; an old man, who was also waiting, cautioned him as to his danger, but, however, continued his dangerous sport, and literally danced into the pit, and was killed on the spot.

Plymouth Iron-Works.—On Monday, the 23d inst., as a girl named Ann Evans, was following the train at these works, to replace any coal which might have fallen, while descending the incline, she got between the loaded and empty trains, her clothes were caught, and three of the trains went over her, breaking her arm, both thighs, and forcing in one side of her face; it is expected she cannot recover.

Bummersdale, near Ayr.—Joseph White, while employed as an ironstone getter, and at work in the pit, the rope broke, and the “biad” falling upon him, caused such severe injuries, that he died on Tuesday, the 19th inst.

Mickley Colliery.—Edward Reed was accidentally killed by a stone falling upon him from the roof of the mine.

TALACE IRON AND COAL COMPANY.—ALDERMAN THOMAS WOOD.

A committee of the whole Court of Aldermen sat on Saturday, the 21st instant, for the purpose of determining whether certain documents, referred to in the 11th inst., but not filed in the proceedings, in the Court of Queen's Bench, in this case, ought to be printed together with the affidavits. Alderman WOOD was in the chair. A long discussion took place, in which some of the aldermen expressed an opinion that, as these documents were referred to in the affidavits of the parties, they were necessary to elucidate the matter, and ought to be printed.—Alderman T. WOOD would neither refuse or give his consent to the printing of these affidavits. The Court of Queen's Bench, he said, had refused to receive them; and he was quite ignorant of their contents.—Alderman GIBBS considered this a novel inquiry; and that the court ought not to be bound by the mere technicalities which were required in a court of law.—After some discussion, the motion of Mr. PERCY LALOR, “That the affidavits be printed without the evidence,” was adopted; six votes being held up for it, and only three against it. Three of the Aldermen did not vote at all.

ANTHRACITE IRON.—CRANE'S PATENT.— TERMS FOR LICENSES FOR SMELTING IRON.

BY THE COMBINATION OF ANTHRACITE AND HEATED AIR, MAY BE
HAD BY APPLICATION TO THE SOLICITORS OF THE PATENT
MESSRS. WATKINS AND HOOPER, 11, RACKVILLE STREET, LONDON.

By the use of this process, it is believed that the whole of the veins of anthracite in the Welsh Basins, amounting in the aggregate to 514 feet in thickness, are applicable to the purpose; all those above, and including the best vein being nearly 50 feet of the whole, have been successfully used by the patentee, at the Vale of Evesham Iron Works, near Evesham.

The consumption of anthracite in the smelting process, has varied from 27 to 34 cwt. per ton of iron, not rising to the vein in use.

To heat the blast, the average consumption has been from 7 to 9 cwt. of inferior coal and coke.

With respect to the strength of HOT-BLAST Anthracite Iron, the public are referred to the short-hand writer's report of the evidence given on the trial in the Common Pleas, Feb. 11, 1842, in the cause, "Crane v. Price."

Feb. 22.—Mr. David Mushet deposed, that he had taken a similar series of bars to those described and made use of by Mr. Treadgold, for which see his work upon the subject; the same sized bars of remelted COLD-BLAST CAST-IRON, which would only support 70 lbs., required 2-9 lbs. to break them, when cast with remelted HOT-BLAST ANTHRACITE IRON.

Feb. 27 and 28.—Mr. George Cotnam stated in his evidence, that with bars four feet long and one inch square, the following had been the result of his experiments:

Remelted COLD-BLAST IRON broke at 440 lbs. to 450 lbs.
Remelted HOT-BLAST ANTHRACITE IRON broke at 500 lbs.

—Vide Mr. G. Cotnam's evidence likewise with respect to the extraordinary flexibility of hot-blast anthracite iron, in the same document.

The last experiment tried at the Vale of Evesham Iron Works, which was in October of the present year, with 1-inch bars, 4 ft. 6 in. between the supports, cast directly from the hot-blast anthracite furnace No. 1, gave the following breaking weights:

—The 4th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 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1767th, 1768th, 1769th, 1770th, 1771st, 1772nd, 1773rd, 1774th, 1775th, 1776th, 1777th, 1778th, 1779th, 17

ORIGINAL CORRESPONDENCE.

ANTHRACITE—THE HOT AND COLD-BLAST PROCESS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Mr. Budd, in his letter in your Journal of the 16th inst., replies to my proposal of leaving the merits of our different processes, and the article produced, to be reported on by competent persons, such as Mr. Mushet and Mr. Fairbairn, the final decision on which report to be left to the President and Council of the Society of Civil Engineers, by declining to enter into the matter, or allowing any investigation into the subject, on the ground that I am going on with legal proceedings against the Yateley Iron Company. I cannot at all understand where the difficulty is, nor can I perceive how any danger could arise to Mr. Budd, or to the Yateley Iron Company, when the infringement of my patent has ceased, and the system now pursued, could not be the basis of evidence in any legal proceedings; but, allowing the correctness of what Mr. Budd advances, surely by my throwing these works open to him, and to the agents of the Yateley Iron Company, the same risk would be incurred by me—and I very well know that any one who will merely take the trouble of giving a thought to this, will, at once, conclude that if there is danger on this point, that the preponderance of danger would be on my side of the question. But, surely, Mr. Budd cannot, for a moment, suppose that for the sake of anticipating the estimate which is being formed of the value of the two processes by the public, that I will give up my just rights without any attempt to maintain them, so little encouraged as I have thus far been in my wish to avoid a protracted litigation with the Yateley Iron Company. I know that the decision of the public mind as regards the merits of the case, is being made, and that the discrimination of practical men will not long keep it a secret; my confidence is from the experience of now nearly six years, but as Mr. Budd declines the investigation, the test of public opinion will soon decide. The complete success of my process, as regards the quantity and quality of the iron produced, my own sales, and the approbation of those who have tried cold and hot-blast anthracite iron, leaves no reason that I should fear the result.

If I choose to retaliate on Mr. Budd's (perfectly, at least in this case, unqualified) allusion in his last letter of the 18th, that circumstances may lead him to proceed against my patent, by writ of *ad rem facias*, I might do so, but only necessity will compel me; let it suffice to say, that I have the same weapon in my power, as regards his patent, nor do I wish to bring before the public what I believe to be the vulnerable points of it, as he has done with what he supposes, erroneously enough, however, after the weighty consideration it has had to be so, in mine; it may be sufficient to add, that there are points in his patent much more open to discussion than any he has brought forward in mine, and that a patent which has not undergone the ordeal of discussion before judges and jury for days, requires more proof of its being valid, before Mr. Budd takes up weapons, which may be brought upon himself. As Mr. Budd has, however, objected to investigation, I must now decline further correspondence, more particularly so, as Mr. Budd has diverged so much, and so painfully, from the matter under discussion. GEORGE CRANE.

Yateley Iron Works, Runcorn, Jan. 24.

(It is with regret we read, from the terms of the letter of our correspondent, and the observations contained in that of Mr. Budd, that the test, to which we understood both parties were ready to submit their respective manufactures from anthracite by hot and cold-blast, is not likely to take place. We expressed our opinion, in a former Number, that the question between the Yateley Iron Company and Mr. Crane, as to an infringement of his patent in working their furnace with hot-blast, is quite distinct from the question of the superiority of hot and cold-blast, whether as regards the economy of make or the superiority of the iron. We still hope that litigation, on a distinct and separate question, will not prevent the test being applied, for it is one of much interest to the engineer, as well as to the anthracite proprietor and the iron-master.)

MR. SIMS'S IMPROVEMENTS IN STEAM-ENGINES.

TO THE EDITOR OF THE MINING JOURNAL.

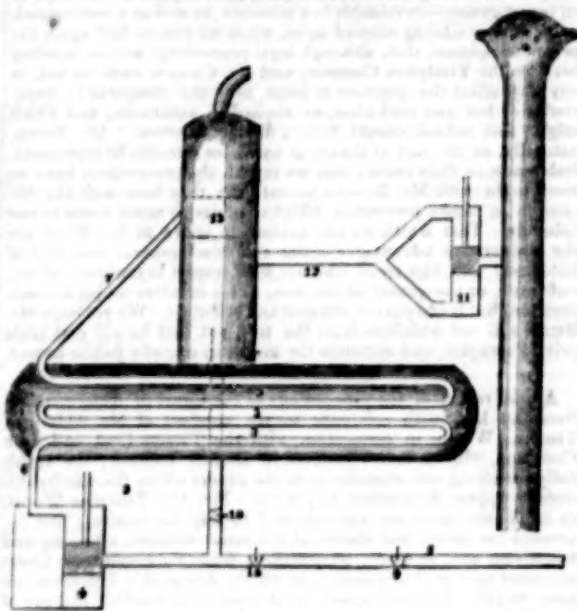
SIR,—Having proved the good effects of my improved combined cylinder steam-engine, as regards the great increase of power, and also the great economy of fuel, I am desirous of giving it as much publicity as possible; and, therefore, beg to hand you a brief, but plain, explanation of the principle, accompanied with a diagram, of a rotary-engine on this principle, and, if you consider it worthy a place in the *Mining Journal*, I shall be much obliged for its insertion. The engine is an invention of mine, for the purpose of carrying out the expansive principle of steam, which principle has, in Cornwall, been the chief cause of the great economy of fuel. The principle of the expansion of steam in the working of steam-engines, is in the admission of steam from the boiler on the piston, of a pressure far above what is necessary for raising the load, and cutting it off at some portion of the stroke, varying from one-tenth to one-half, as the strength of material may be, or as it may strike the fancy of the engineer; and, allowing it to expand the whole of the remaining part of the stroke, and at the termination of the stroke, it is decreased in pressure in proportion to the impulse given to the engine, the time in which it may be cut off, and the load the engine has to raise. The difficulties and dangers attending this mode of working may be considered as follows:—1. The danger of explosions of boilers, by using very high-pressure steam. 2. The danger of breaking the machinery, more particularly of pumping-engines, by the sudden admission of very high-pressure steam at every stroke, and this danger increases as the load of the engine increases, and the material becomes weak by age and use. There can be no doubt of the fact, that the machinery may, at the commencement, be made strong enough to bear any degree of expansion, or, in other words, any impulse in compression given to the machinery, by the admission of high-pressure steam, but the necessary and unavoidable wear, together with the increasing load in mining engines, make it quite impossible to retain that strength. At the termination of the stroke, it is evident there must be a cylinder full of steam, equivalent to the load the engine has to raise, for the impulse given by the admission of high-pressure steam at the commencement of the stroke. This steam, in the Bolton and Watt engine, is, in fact, lost, nor is there any means discovered to render it further available by working it in one cylinder of the same bore throughout. Combined cylinder engines have been tried by eminent engineers, as Harebrow, Woolf, and others, without success—in fact, the duty performed did not exceed that of good Bolton and Watt engines. I, therefore, considered it useless to attempt the second use of the same steam, except it could be done with very great simplicity, and to be used by a different mode from any before attempted. It, therefore, struck me, that I would have a cylinder made in two parts, or two cylinders, one over the other, as in the diagram, with the bottom one about four times the area of the top one, with a piston in each, connected to the same piston rod. Between the two pistons, at *a*, there is, when the engine is at work, a constant vacuum, and the vacuum underneath the large piston made as in the Bolton and Watt engine. Suppose the engine to be at the up stroke, with a vacuum between the two pistons, caused by the pipe *b*, from three to the condenser, and a vacuum underneath the large piston, there is then no obstruction to the descent of pistons—and, consequently, the steam being admitted from the boiler on the small piston, it descends without any obstruction. Suppose, now, the pistons are at the termination of the down stroke, instead of making no further use of the small cylinder, full of steam, I turn this to good account, by admitting it below the large piston, which, having an available area of three times that of the top, on small piston, and having a vacuum above the large piston, it ascends with a force equal to the descent (which I have proved in all the rotary-engines I have erected), thereby making a double-power engine with one-half the steam used in the Bolton and Watt engine—and, consequently, a saving of fuel in the same proportion, or very nearly so—say, less the friction of large pistons, which is little, in consequence of the low-pressure steam used there. Where I have used these engines, instead of single-power pumping engines, I have placed a weight, or balance, on the top of large piston, equal to one-half the load of the engine, and on the down stroke of engine the steam from the boiler is less in proportion to that weight. There are no valves, working gear, or any other thing attached to this engine, more than to the Bolton and Watt engine, except the rotary cylinder, with pistons, and a longer piston rod. The advantages obtained by this engine over that of any other combined cylinder engine are of very great importance—1st, the cylinders being 6 and 10 feet over the other, the power applied has the full benefit of the whole length of lever beam; 2d, there is only one connection to the beam; 3d, the piston rod of the large piston is not exposed to the atmosphere; 4th, there is no packing box to this end—of course, no friction, and no admission of air; 5th, the large piston is simply lubricated by the grease which falls from the wall piston; 6th, there is no poisonous cylinder cover to lift from the large cylinder, but only a few steps to remove to look to the larger

piston, which can be done by a little boy; 7th, there being a constant vacuum kept between the two pistons, there is no obstruction to the force of the steam on the whole of the area of small piston, and on three-fourths of large piston. The fact is, that all single-power engines can be made double power, and with the same steam only which is used in the single-power engine, and all double-power engines altered to this principle will effect a saving of very little short of one-half the fuel to do the same work. It will be seen that the principle of expansion is, in this engine, fully carried out, and in the most simple manner hitherto invented; and, as I before stated, that having found it impossible to do this in one cylinder of the same bore throughout, I could not, nor can I now, conceive of any plan more simple or more effective to accomplish that object. Steam of about one-half the pressure will do the same work—of course, no violent impulses given to the engine at the commencement of stroke, which is sure, sooner or later, to derange the machinery, and cause violent and expensive accidents. Without going further into detail respecting this improvement, I would say to all who may be sceptical in the matter, that there is no better proof of its good effects, than the fact, that in all rotary-engines which I have erected on this plan (in these engines it can be seen better than in pumping-engines), I have found the up stroke equal in power to the down stroke, and with the steam only which goes from the top of small piston to the bottom of large piston. This fact I am prepared at any time to prove. JAMES SIMS.

Redruth, Jan. 5.

(The diagram to which the foregoing has reference will be found on page 33, to which it has been transferred for easy reference.)

A NEW THEORY OF APPLYING STEAM TO AN ENGINE, WITH A NEW PROCESS OF EVAPORATION.



DESCRIPTION.

- 1—Cylindrical boiler, 77 ft. long by 4½ ft. diameter.
- 2—Furnace grate, surface 4½ ft. by 7 ft.; two doors for feeding, that the flame from the grate may ignite the smoke from the lower half of the fire. The damper to be worked the reverse way that dampers are usually worked; when the damper is pushed down, the opening to be at the upper end, in order that the heat may be applied with intensity to the boiler before its escape to the chimney.
- 3 & 3 B—Cast iron pipe, 240 ft. long by 3 in. diameter, immersed in the water of the steam boiler.
- 4—A double-acting force pump, with pipe (5) for supplying water, attached to the middle of the barrel, the piston acting the part of induction valve.
- 6—Pipe for conveying the water from the pump to the 240-foot pipe.
- 7—Ditto ditto from the 240-foot pipe into the steam chest.
- 8—Ditto for returning the water, from the steam-chest, that may not be converted into steam for re-circulation.
- 9—A stop-cock, for shutting off cold water when the gauge-cocks in the steam-chest indicate an over supply.
- 10—Stop-cock to be open when 9 is shut, for recirculating the water that accumulates in the steam-chest.
- 11—There is another plan, but of which I have had no practical experience; and in the event of its commencing, recirculation of the water from the steam-chest will be rendered unnecessary, and the water for the supply of steam will only require to pass once through the 240-foot pipe—namely, I propose that there shall be a double-acting air pump, upon the same principle as the valve pump, already described, for exhausting a part of the heated air from the chimney and conveying it into the steam chest, by means of pipe 12, immediately below perforated shelf 13, the heat in this way acting on the water as it falls down through the cold perforations, converting the same into steam.
- 14—Stop-cock, to be open when the feed water is shut off, to supply the pump with air, which will force forward the water that may be in the 240-foot pipe, and thus keep up a supply of steam until 9 is again open.
- 15—A stop-cock in steam-chest, for running off water saturated with salt. The duty of attending to these cocks will devolve on the fireman—neglect will not be attended with the serious consequences of inattention to the feed of a common boiler, from which direct evaporation takes place.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Your correspondent, in a late Number of your Journal, attempted to prove that the intermediate vessel, in the case of the hydraulic engine, was of no use, forgetting that the flow of water through the 3-inch supply pipe being continuous, while the discharge, being of necessarily intermittent, and opposed by the resistance of the piston, consequent on the load kept in motion, full advantage could not be taken of the power of the 3-inch pipe, unless with the aid of some such vessel, to admit of a larger supply pipe to the engine. Having overlooked this fact, it is less surprising that he should be still blind to the fallacy of condensation adding to the power of an engine; he remarks, that "facts are stubborn things," and advises me to appeal to them. I, therefore, appeal to practical engineers and owners of engines, to say whether or not a non-condensing engine, worked with 10 lbs. effective pressure on the piston, will produce more power than a condensing engine of same size, with 1 lb. effective pressure. Your correspondent maintains that the latter is the more powerful of the two, in the proportion of 15 to 10. He admits that steam of 1 lb. effective pressure, applied to a non-condensing engine, will only produce one-tenth of the power that 10 lbs. effective pressure will yield—acknowledging that, in this case, there would be ten times more steam used with 10 lbs. pressure than with 1 lb. If the steam be effectively applied, it requires the same quantity of steam to fill a cylinder, whether the engine be worked with or without a condenser, and there can be no difference in the proportions of steam used in either case. Considering it in a mercantile point of view, I would ask, Why is steam ever used of a higher pressure than 1 lb. in a condensing engine? The return would be 14 lbs. for 1 lb. pressure, while it is just the same when 10 lbs. pressure is employed, although the quantity of fuel consumed is much greater when evaporation is carried on at a high pressure than at a low pressure.

As it is now generally acknowledged that condensation of steam does not increase the power of an engine, and is useful only when distilled water is required for evaporation, it follows that, were an efficient plan discovered by which sea-water might be used without detriment to the boiler, the condenser might be altogether abandoned; I, therefore, take the liberty, through the medium of your valuable Journal, to suggest a plan of re-circulating steam—a sketch and description are submitted—by which it will appear that incrustation cannot take place, and it admits of the use of cylindrical boilers—a form so highly approved of, on account of its compactness in construction, strength, and durability; and, as experience has proved, that long tubes are attended not only with a heavy outlay in their construction, but diminish draught and retard evaporation; I propose that there shall be no flues, and that the heated air, on leaving the boiler, shall be conveyed into a steam-chest by means of a force-pump, by which many advantages will be obtained. In the first place, the pump will act as an exhauster, increasing combustion, and while the air will add to the pressure in the steam-chest, its heat will, by a simple arrangement, be applied in increasing evaporation.

In respectfully submitting the foregoing plan for the consideration of engineers, I venture to say, that, from this boiler, supplied by the above-described process, upwards of 100-horse power will be obtained; and I

feel warranted in this assumption, knowing, from practical experience, that when water is kept in motion, inside of pipes, by means of a circulating force-pump, that it acts powerfully in abstracting heat from the boiler and producing a rapid evaporation. GEORGE GOODLEY.

Leith, Jan. 4.

BLAST ENGINES—CURIOUS PHENOMENA.

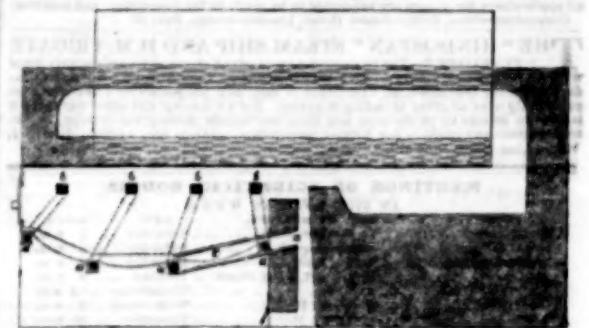
TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I beg, through the medium of the *Mining Journal*, to solicit from its numerous readers an explanation of the following, to me, curious phenomenon—viz., a small hole about five-eighths of an inch in diameter, was accidentally discovered in the side of a blast pipe, leading from an engine to the furnaces, through which the blast or air was rushing out; I applied my hand to the orifice, and was surprised at the tendency it had of sucking the flesh into the hole, I then applied a small bit of wood, and it actually stuck fast; the experiment was repeated with the same results. A. W.

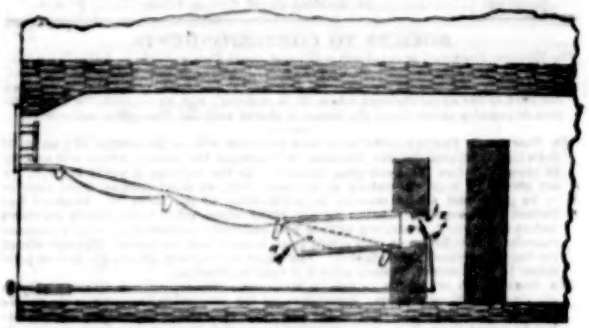
Merthyr Tydfil, Jan. 23.

ON MR. JOSEPH WILLIAMS'S PRETENDED APPLICATION OF KURTZ'S PATENT.

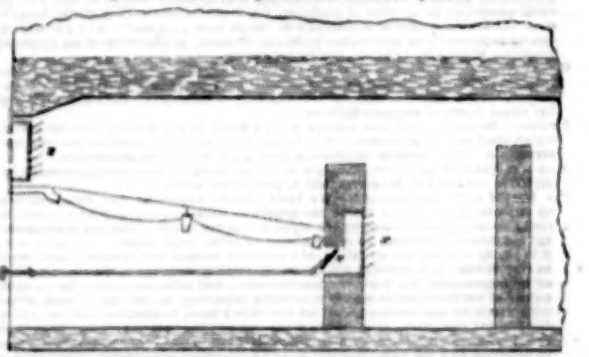
1. KURTZ'S PATENT.—The air entering at the orifices, *b b b*, and at the single orifice in the double bridge at *c*.



2. JOSEPH WILLIAMS'S pretended application of the above in the *Urgest*.—The air entering in their divided flues at top and bottom of the valve at *c*.



3. C. W. WILLIAMS'S PATENT.—The air entering in divided portions through the apertures in the back plate at *a* and the door plate *s*.



TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I herewith send you three drawings—No. 1 representing Kurtz's patent, No. 2 Joseph Williams's pretended application of the same in the Admiralty steamer, the *Urgest*, and No. 3 my own patent, as applied to numerous steamers. A comparison of 1 and 2 will show the dishonesty of passing off the latter as Kurtz's patent, and a comparison of 2 and 3 will show that the principle of dividing, or distributing, the air, on its admission, which my patent embodies, is applicable to both. In Kurtz's patent (No. 1) the air enters the hollow bearers, *a a a*, and after traversing the hot side brick passages, for the purpose of being heated, issues into the furnace through the openings, *b b b*. With reference to the pipe *c*, which terminates in the double bridge at *c* (and to which Joseph Williams has attached his air box and valve), the only reference in Kurtz's specification is as follows:—"If any portion of smoke yet unconsumed passes off, a further extension of the hot air passages may be made, by connecting the hollow bearers, *a a a*, with side passages leading to a farther air chamber, or passage, and opening the whole width of the bridge." (For a full account of Kurtz's specification, with all the drawings, see the *Mining Journal* of June 25th, 1842, and Newton's *Journal* of February, 1842.) In No. 2, the pretended application of No. 1, we have no side passages to heat the air—no hollow bearers, through which alone Mr. Kurtz introduces the air; the inclination of the bars also, on which Mr. Kurtz relies, is wholly altered, while an iron apparatus, with a valve, is introduced by Joseph Williams, for dividing the air into flues, and all this, not only without the consent of Mr. Kurtz, but in opposition to his absolute disclaimer, Joseph Williams, at this very moment, advertising in your columns that Mr. Kurtz acknowledges the same as his patent. Can the force of impudent falsehood go further? In this pretended application of Kurtz's patent, we have a large pipe, ten inches deep, through which the air passes into an iron box, accurately fitted with the valve, *c*, which regulates and adjusts the size of the narrow orifices through which the air issues in divided flues, and on which alone its efficiency depends—on the same principle as perfect combustion, without smoke, depends on the size of the flues, or jets, in gas burners. I now leave the question to the decision of any man of competent skill, whether this apparatus of Joseph Williams, in the *Urgest*, has any pretensions to be called Kurtz's patent? A reference to your *Journal* of the 7th inst. will show the further deception practiced on you, Sir, by passing off the apparatus there described as that which was applied to the *Urgest*.* Joseph being manifestly unwilling that the real apparatus, there introduced, and by which the saving of fuel was effected, should be published.

With respect to the second question—the infringement on the principle embodied in my patent—it will be seen, that in No. 2, as in the *Urgest*, the air issues in flues above and below the valve, *c*, and along the entire width of the furnace, and that by my patent, No. 3, it also issues in flues, or jets, though in a greater number, their number, size, or shape, being matter of detail. Now, although the mechanical effect and chemical principle involved, are, to a certain extent, the same in both, the application, as shown in No. 2, has a defect, which will practically mar that effect in the greater number of furnaces, and hence the total failure which followed Joseph Williams's introduction of it to the Admiralty steamers, the *Merlin*, the *Zeus*, the *Stromwater*, and others. This defect arises from the circumstance of the valve having, not only to adjust the size, or thickness, of the passing flues of air, but also to determine the gross quantity of air which shall be admitted. These two offices are not only wholly distinct, but incompatible, and will be found frequently to mar each other. This

* We copied the diagram inserted in the *Journal* from a sketch we understood to have been made by Mr. Elliot, the engineer of the *Urgest*. We suspected the drawing, but had no means of ascertaining the form of the valve, except by means of the diagram referred to.

comes of not understanding the intended chemical effect, and not distinguishing the principle from the machinery by which it is to be carried out.

By the valve, as shown in No. 2, an increased quantity of air cannot be admitted, without, at the same time, enlarging the apertures, and, consequently, enlarging the films of air admitted through them—thus counteracting the main object, by allowing the air to enter more in a mass than is consistent with the required chemical process—in a word, bringing a greater number of atoms of air into first contact with the atoms of gas than is consistent with their respective powers of chemical union. Thus, the valve apparatus, as in No. 2, though successful in some cases (as in the *Urgent*), will fail where a greater supply of air is required than will pass through the orifices, when properly adjusted as to size. By my apparatus, as in No. 3, the main object of causing the air to enter in suitably-divided portions is distinct from the mode of regulating the gross quantity admitted. The first is effected by the number and size of the orifices—the second by the valve, or door, V, or any other suitable means. Whether Joseph Williams's pretended application of Kurtz's patent be an imitation of mine, or not, is an affair, and not the one to be raised with the Admiralty. The imposition, on his part, which I am desirous of exposing, is the false pretence under which he would induce the Admiralty to believe, that, by his application of Kurtz's patent, he has effected a great economy of fuel, whereas, in fact, he has substituted an apparatus so wholly different, as to be indignantly repudiated by Mr. Kurtz himself.

As I anticipated in my last, Joseph has induced some one to write in his name, in reply to mine. In this reply, however, his amanuensis wisely abstains from saying anything as to the main point of my charge—viz., the imposition practised in passing off his apparatus, No. 2, as Kurtz's patent, No. 1, but takes a high tone, and speaks of "the conventional rules which are understood to govern gentlemen"—"conventional!" a hard word, Joseph, and as much beyond thy calibre and comprehension as the application of the phrase itself. On this head, however, I need only observe, that as no one who knows Joseph Williams will, for a moment, suspect him as coming within this category, comment is unnecessary. But, Mr. Editor, I ask, what is to be done, when we have to deal with nothing but sheer pretension, falsehood, and effrontery? I treated Joseph during nearly two years with silent contempt; this, however, but gave greater scope to his impositions, until the Admiralty, not doubting that it was in reality Kurtz's patent which was so successfully applied to their steamer, the *Urgent*, were preparing to allow him to extend those impositions to other vessels, and even to her Majesty's yacht. I trust, Sir, under such circumstances, you will agree with me, that it was impossible to separate the subject from the man, and the more so, as the patentee, Mr. Kurtz himself, is made the instrument, and implicated in those failures (and, doubtless, hereafter, in the cost) which must follow. It is due, therefore, to the Admiralty and the public, to put them on their guard, and that this man's pretensions be unmasked.

Joseph, by his amanuensis, asks, why I do not try the question of infringement before a Liverpool jury?—All in good time, Joseph. It is not at present, however, against Joseph Williams, the mere agent (though he may have an interest in the patent), but against the patentee himself, Kurtz, or against the Admiralty, that an action would lie. Besides, there is nothing pressing in the matter, and the familiar saying, of giving certain persons rope enough, is here quite applicable. Why, then, proceed against the Admiralty? they have full permission to adopt my principle and patent; and, as to Mr. Kurtz, that gentleman is not only innocent, but indignant at the proceedings carried on by Joseph Williams in his name. To bring an action against either, therefore, would be to punish the innocent for the guilty. But let me, in my turn, ask, why Joseph Williams does not try his hand at an action against me? Has he not had provocation enough? And why not bring his own name, character, and pretensions, before a Liverpool jury? I have no pecuniary object in the matter, and in taking out the patent my main object was to establish the fact, that I had shown how the principle of the Argand gas burner was as applicable in the furnace as in the lamp, and that it was to chemistry, and not to mechanics, we were to apply for the true principles, and the means of practically carrying out those principles, on which the combustion of coal gas can be best effected in the furnace, and on the large scale. In truth, I should long since have thrown it open to the public, but that I was advised it would only become the means of enabling pretending "smoke burners" to appropriate the principle without acknowledgment, and, under false pretences, to impose on the unsuspecting public. The case before us is a striking illustration of the correctness of this advice.

As a matter of convenience to yourself, Mr. Editor, and as my observations respecting Joseph Williams's pretensions must necessarily contain personal matter, may I suggest your transferring the continuation of the subject by both parties to your advertising columns. I here solicit your insertion of the enclosed correspondence, as well on account of the interest the subject possesses, as out of respect to the standing and respectability of the gentlemen named.

C. W. WILLIAMS.

Liverpool, Jan. 23.

DEAR SIR,—I duly received your favour, inquiring whether I had any objection to give you, officially, a few lines respecting your plan of furnace for smoke preventing. The most official course I considered would be to refer the question to Mr. Edward Woods, the company's engineer, and have now the pleasure to inclose you a copy of his reply. Individually, I am happy in being able to add, that your process for smoke burning, or smoke preventing, is the most complete and successful in its operation of any that has come within my observation and experience. I am, dear Sir, yours faithfully,

C. W. WILLIAMS, Esq.

Henry Booth, Esq.

DEAR SIR,—In reply to your letter, requesting my opinion of the merits of Mr. C. W. Williams's patent process for prevention of smoke in furnaces, and inquiring what is the result of my experience in reference to the trial which has been made of it at the Edge Hill station, where it has been adopted in the boilers of the stationary engine for drawing the trains up the Lime-street tunnel, I beg to state, that I consider the success of the apparatus complete. The boilers have been constantly used since November, 1841, and up to the present time have not given any trouble, nor required repairs. The smoke is so perfectly prevented that it is almost impossible to perceive any discoloration of the air over the mouth of the chimney, either when the boilers are in full work, or after a heavy charge of coal. The alteration, also, of the boiler of the engine which works the cranes in our warehouses at Park Lane has been attended with equal success.

Henry Booth, Esq.

I am, your's, &c.,

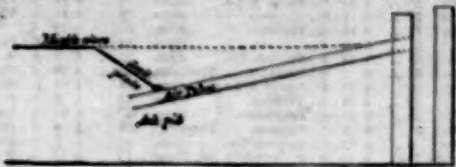
(In the hope that this discussion is arriving at a close, we give insertion to the lengthened communication of our correspondent, whose counsel, at the close, we consider well deserving of notice; adopting, therefore, his recommendation, we have only to state, that further correspondence can only appear as advertisements, except any new facts be established, for it is too much to expect our columns to be filled by a controversy which partakes so much of private interest.)

COMBUSTION OF SMOKE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your last week's publication you express a desire that the above subject may be well mooted, so that the public may be put in possession of valuable and scientific information, through the medium of your Journal, apart from the ungentlemanly bickerings that have taken place respecting Joseph Williams and Co.'s (Kurtz's) patent, and C. W. Williams. The inventor of the plan patented by A. Kurtz is Mr. Wilson Haselden, manager of the Woodside Ferry Company, who exhibited to me a model, made about three years since. Mr. H. informed me that he had been engaged some time making experiments; that he was induced to do so, from learning that atmospheric air, heated to 500 or 600 degrees of temperature, would decompose smoke. His first attempt was very rude, viz., by placing clay drain-pipes on the fire-bed, and using temporary pieces of sheet-iron, with slots cut out to admit the pipes, instead of the doors; these were found to answer well, but were soon burnt out; cast-iron pipes, of 3-inch bore, were then substituted; these, also, were soon smoked. His next plan was to use them as bars, raising them about one inch above the bars. Such last plan was his model; having a double bridge. This model was shown to Mr. Kurtz, through the introduction of Joseph Williams, and, after an arrangement had been completed, Mr. K. made an unimportant alteration—viz., instead of elevating the bars at the bridge, he depressed them—and took out a patent. Mr. Williams has been indefatigable in causing its introduction. Some misunderstanding between him and Kurtz has induced the latter to disclaim against the introduction of the hot-air box and valve, as shown in your plan of the 14th inst. Now, this was applied by Mr. Haselden; and I think you will agree with me that it is not an important addition, since a boiler was fitted up, under my immediate superintendence, about three years ago, on the premises of Mr. Taylor, in Sefton-street (agreed to the sketch accompanying this—made from the model, without box or valve). It continued to answer well for two years, since which time I have not inspected it; the saving of fuel was considerable; and the intolerable nuisance, complained of in the neighbourhood, was entirely abated. Many officers from the Town-hall inspected it, and expressed themselves much gratified by its performance. The cost of alteration was about £1.

You will perceive, from this sketch, that the pipes and bars are on a decline of about one inch and a half in the foot, from the bridge to the dead-plate; the furnace-door is on a level with the bars, at the bridge; and the dead plate descends from the mouth-piece to the bars, with slots cut out to receive the pipes.



Ash-pit.

The incline of the tubes is adopted to facilitate the current of air through them, to retain the capacity of the flame bed, and to prevent the stoker from throwing his coals farther than is necessary to coke them. The above plan, modified according to circumstances, will, in my opinion, attain all that can be desired; in fact, fully accomplish its object. The superiority of hot over cold—or cold in lieu of hot, air—it is not my wish to enter upon; having no interest but for the public weal. J. H. GOLDSMITH.

Regent-road, Liverpool, Jan. 18.

CARN BREA MINE—MANAGEMENT.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A letter in your last week's Journal, signed "A Real Shareholder," by its cool impudence, must have excited the surprise of every one who is interested in the prosperity of that valuable mine. Doubtless, I shall be considered "a chip of the same block" with "Inquirer"—be it so, I know neither of your correspondents, but this I know, that I am a loser by the arbitrary and unprincipled management of the mine—therefore, I tender them my hearty thanks for their correspondence with you. It is untrue that the Carn Brea is "a mere private speculation," for the company is notoriously a public one, holding its public meetings half-yearly, and its shares are sold publicly by every respectable stockbroker in the market. It is untrue that "every shareholder could have obtained any information he required," for there is now abundant evidence of wrong information, and gross deception, by the managers. If the present committee of investigation do their duty, by a rigid scrutiny, they will discover a system of fraud in the management in Carnwall. The shareholders have, for some years, been greatly dissatisfied with the arbitrary conduct of Mr. Dobree, and the irresponsible power of Mr. Joseph Lyle. At one of the half-yearly meetings, three years ago, a gentleman strongly urged the necessity of an entire reform in the slowly mode by which the Cornish accounts were kept; not even vouchers were transmitted for an outlay of many thousands per annum. The clerk at the mine was irresponsible to the board, and extravagant and unnecessary advances were obtained from the bankers, and wasted at, but the welfare of the body of the shareholders was wholly disregarded, and every perverting inquiry of that gentleman was met by Mr. Dobree's dogged assertion, that if actions arising out of these discoveries were pressed, he and Mr. Lyle held shares enough to defeat them, and it was their intention to exercise the right which the plurality of their votes empowered them. These are historical facts, which neither of the above gentlemen can gainsay. What has been the consequence?—The shareholders have tamely submitted to be imposed upon, as shareholders generally do; by their placidity they have lost, for the last three years, much of the profitable advantage, which one of the very best and most profitable copper mines in Cornwall would have yielded to them; added to this, last and least, for the past four months, their legitimate dividends have been subtracted for purposes which, perhaps, "A Real Shareholder" will condescend to explain. Now, Sir, I beg you to accept my thanks, as the Editor of the *Mining Journal*, for your public spirit, in disregarding the insolent caution, "against interfering with the affairs of others," and for your exposing the delinquencies of much abused Carn Brea. I pray you, Sir, and likewise your correspondents, to persevere; by so doing, you will deserve the thanks of the shareholders, whose property has been shamelessly wasted. Your correspondent, "Inquirer," hints "at certain personal aggrandisement, or profit," of one of the members of the present committee, and promises information as to "the Heiston Bank, Carn Brea, Hayle Railway, Godolphin, and some other little matters;" I trust he will treat us with a few of his "asked facts." Perhaps, he can likewise inform us into whose hands the plant of the Duffield and Julia Mines have been transferred; also, by what power, legal, equitable, or moral, such possession has been effected?

Jan. 19.

[We refer our correspondent to the proceedings at a meeting of adventurers, and some remarks on which appear in another column.]

KELLEWERRIN MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—My attention has been called to a letter, signed "A Shareholder," respecting the Kellewerrin Mine, in your Journal of the 14th inst., and also to one signed "A. H.," in that of the 21st inst. I should, as I have ever done, let anonymous correspondents scribble till they were tired; but your remarks, Mr. Editor, compel me to address you, with a view to correct an error into which you have fallen, and to confirm the letter of your last correspondent, "A. H.," viz., that the dividend of 10 per cent. was paid to the shareholders in November, 1838, as the books of the company to this day will testify. The error into which you have fallen, is in supposing this dividend was paid out of the capital of the company. I assure you it was not, neither was it ever charged to the company, but it was paid on the paid-up capital of the company. As to the directors, they are allowed, by those who know them, to be honourable and talented men. I trust that the same candour which caused you to insert the anonymous letters, will lead you to give this a place in your next Number.

Great Winchester-street, Jan. 25.

[We certainly were not aware that the company had ever declared, or paid, a dividend, except out of capital, inasmuch that we were not conscious any had been paid, or profits realised, which would allow of a dividend being made. Mr. Tyber, however, as secretary, declares such to have been the case, and, as we still doubt the quarter from whence the money came, we should be glad to be informed, if not from capital, if not from sale of produce, who "paid the pipes?"]

THE DURHAM COUNTY COAL COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—You have, in your otherwise proper remarks on this company, fallen into the error of supposing the directors' advertisement, in your paper of the 21st inst., a reply to Mr. Dunn's review of their administration. That is not so—the advertisement is but a reply to a previous advertisement by Mr. Dunn in your paper. The reply of the directors to Mr. Dunn's review is yet to come. I quite agree with "A Shareholder" in his remark, that, but for the fallacious and dishonest valuations of the viewers, it would have been impossible for all the A's and B's together to have succeeded. Now, Sir, it will surprise you much to learn that Mr. Dunn was consulted on behalf of the company, and made a report on, and valuation of, the collieries previous to their original purchase, and which valuation he made amount to within a trifle of the price fixed by Mr. John Archer Forster, the value of the collieries. A copy of Mr. Dunn's report is now before me, and it concludes with these remarkable expressions:—"It is hardly necessary for me to add to the above statement, that I think the company will start with some of the best collieries in the district, and begin upon a footing which will command respect." The report and valuation is dated Newcastle, 26th May, 1836. The error is not that Mr. Dunn is dismissed, but that he was ever at all appointed viewer to the company; his appointment, however, was essentially the act of the shareholders at the general meeting, where Mr. John Archer Forster made such an exhibition of himself. Mr. Forster's dismissal was insisted on, and a promise extracted of the directors for Mr. Dunn's appointment in his stead, and this appointment took place accordingly the same day. The fact of Mr. Dunn's having originally valued the collieries was then either unknown or overlooked—I believe it is yet little known. Mr. Dunn having appealed to the shareholders at their ensuing meeting, it is fit they should know how much they are indebted to him for the valuable properties they possess. "A Shareholder" is wrong in stating it was through the conduct of Mr. Stokes and Mr. Andrews that the company was deprived of the services of Mr. T. C. Gibson as a director; Mr. T. C. Gibson was removed from the direction by the vote of a general meeting, against the expressed wishes of the other directors—Mr. Stokes and Mr. Andrews amongst the number. Mr. Gibson had, certainly, nothing whatever to do with the original formation of the company, but he was deeply implicated in that of the Northern Mining Company—a branch of the same beginning as the Durham County Coal Company. It was from this, and his great incompetency in first obtaining inquiry into the frauds connected with the formation of this company, and then turning round and joining the A's and B's in their efforts to swamp it, that he lost the confidence of the shareholders and was removed.

Your correspondent should be better secured of his facts, before he again meddles with names. I join with him in the request, that the shareholders will not be led by the nose by any party, but judge for themselves; at the same time, it would be absolutely unfair to pre-judge the directors on the reports charges of a dismissed servant, who, it is evident, chose to let matters slumber as long as he could in the place, and breaks out, with an ill-timed temper, when he has lost it. Why, if Mr. Dunn has a scheme for the future management of the company, he has not brought it out before?—and why does he reserve it for the meeting, instead of publishing it previously, that it may be properly discussed? It will certainly be the duty of every shareholder, who can read

Darlington of the sacrifice of a day's time, to attend the ensuing half-yearly meeting, which, in every respect, must necessarily be an important one to the proprietors at large. VIRDEX.

DURHAM COUNTY COAL COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Incredible as the following statement may appear, it is, nevertheless, the truth; and, knowing, as I do, how the unfortunate shareholders in the Durham County Coal Company have suffered, from time to time, I felt it an imperative duty at once to acquaint them how those, whose duty it is to study and protect their interests, are wantonly and shamefully sacrificing and injuring their property.—A few weeks ago, a shareholder, under the necessity of selling some of his shares, with great difficulty succeeded in disposing of a portion of them, to an intelligent and respectable gentleman, at the miserable price of 3s. per share on 40s. paid; and, on tendering the usual notice of transfer, the manager positively refused to pass any shares to the individual in question, and declined giving any reason for this extraordinary conduct. They were then earnestly solicited, either to allow the transfer, or to take the shares themselves, at the price; but ("Dog in the Manger") like this they also refused, although, by allowing this transfer, they would have added one more respectable name to their constituency. The only possible reason they could have to assign for this most unaccountable proceeding, is, that either some one of the managers has a private pipe at, or dislike to, the party in question, or else, knowing him to be intelligent, and near at hand, they dreaded he might keep a keener look-out after their crooked ways than might be altogether agreeable. Be this as it may, your faithful managers have gratified their pality feelings; they have refused the transfer; and let us now calculate at what cost to the shareholders. The individual, who had positively calculated and depended upon the money for his shares, is compelled, at once, to thrust them again into the market, and, in this emergency, has no other alternative than to accept the wretched price of 3s. a share; thus, at once, knocking them down 2s. a share in price, which, upon 3000 shares, is a depreciation in the market price of the company's shares, of 10,000s.; and this is the conduct of the present managers—the men who are living out of the company, so long as it lasts.

A few words more in conclusion.—How long will it last? At the last meeting, in August, the company had lost, during the previous six months, between 4000s. and 5000s., and, if the truth be told, at the approaching February meeting, a similar amount of loss will be announced to us, for the current half year. And how do they keep the wheel-band in the nick at this rate? Why, out of the 30,000s. received from the original vendors of the collieries; and, if the present managers be permitted, they will go quietly on until this fund be exhausted. They will then bring up; and the shareholders, after waiting patiently some three or four years, till all is regularly wound up, will get a return of, perhaps, some 25s. to 35s. per share. Shareholders—you have been hoodwinked long enough; open your eyes, like men, to the inevitable fate of the company, under its present management; and now, whilst there is a shot in the locker, at once break it up, and, to a dead certainty, you will get 3s. or 3s. a share more than you can possibly expect to get, if you allow the company to drag out its own miserable existence. A SHAREHOLDER.

Durham, Jan. 25.

TALACRE COAL AND IRON COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The truth or falsehood of the grave allegations made by you and others against Ald. Thos. Wood, is likely soon to be tested by the affidavit of a jury, where the quips and cranks of the law will but little avail either party; for, however easy it may be to avoid being pronounced "legally guilty" in an action at law, it is not so easy to shelter behind legal technicalities when the matter is before those who must administer even-handed justice, and who only have to judge of the truth and bearing of the evidence brought before them. The case of "Howard v. Shaw," to be tried in the Dublin courts, and on which the Irish Chancellor delivered last week a very strong opinion, will turn on the validity of the bills in the hands of Howard and Leveson, and the nature of the transactions which gave rise to them, and, consequently, involves the whole matter, which Lord Donnan called "suspicious and intricate." The trial of this question will give the Court of Aldermen a better opportunity of determining the degree of culpability which attaches to Ald. T. Wood's connection with the Talacre Company than all the papers he would place in their hands. Even so far as the present proceedings against Mr. Shaw have gone, this case is singularly illustrative of the dependence to be placed on the veracity of the alderman, who, it will be remembered, when questioned, previously to the election for the Mayoralty, as to the amount of liability under which the company laboured, boldly ridiculed the idea of the claims being what were represented; for not only, said he, are they much less than stated, but are at the present moment in the course of liquidation. Now, those who have the misfortune to know the facts, were quite aware that he was imposing on the credulity of the court; they knew that the amount stated was under the mark, and that the only course of liquidation at all in operation was by parties enforcing their claims by legal procedure. A very short time after this public statement, or declaration, of Ald. Wood, a fiat of bankruptcy was issued against Mr. Shaw, by a Mr. Howard, of Cheltenham, the particulars of the various meetings under which fiat have appeared in your Journal; and upon what grounds, think you, was so serious a step taken against this unfortunate gentleman, who had already paid 5000s. on account of the company? Why, Sir, he had been induced by Ald. Wood to sign bills for amounts to which he believed the company to be legally and justly liable, and which amounts he has since discovered were for private debts of Wood, Hodges (of Dublin), and others, Wood being at the very time the solicitor of the company, and his own personal hand being given for the payment; and it is upon these bills, so obtained, that Mr. Shaw has been made a bankrupt, and upon which actions against various other shareholders have been instituted. The alderman speaks with the greatest coolness and composure of these claims, as matters of no moment, but I much question if he would be quite so cool, if, by practices like these now alluded to, he had an unjust demand made against him for 5000s., which is the amount sued for, and that, too, on only two of the bills. The most odious feature in this matter is, that only one week before these bills were signed, Ald. T. Wood had, in a private interview at the house, and in the presence of a gentleman of undoubted reputation, expressed his heartfelt regret that the company had suffered so much by his negligence, and pledged himself, as a gentleman, to use his utmost exertions to remedy the past, and prevent future impositions. It will be seen that this is a case of considerable importance, not only on account of the large sum at issue, but also on being the first time the question of fraud comes before a jury, and as giving a palpable contradiction to the oft-repeated assertion, that the pecuniary affairs of the company were in a train of settlement. Ald. Thomas Wood knows these to be facts which he cannot gainsay, and yet he affects to wonder that his integrity should be doubted, and asks, with the air of injured innocence, why he has lost the confidence and respect of his fellow citizens?

Great Russell-street, Jan. 26.

TALACRE COAL COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—If the published reports of the proceedings, on Saturday last, of the Board of Aldermen, who are to inquire into Ald. T. Wood's conduct, are correct, then has that worthy gentleman succeeded in completely mystifying both the committee and the subject before them; for, with one exception, that of Ald. Menagrove, every one appeared in the dark. Ald. Wood knows nothing—not he! It is not likely he should; he has before observed, Why should he criminate himself? and, acting on this prudent maxim, he makes a show of desiring investigation, and offers at the same time a passive resistance to the production of every document likely to enlighten those who are sitting in judgment upon the case. This inquiry is not a legal, but a moral one, and the tone of a man really innocent, and who felt himself so, would be—"Continued, I am guiltless—I fear no criminal you may subject me to. I will produce, for your examination, every document in my possession, and challenge the production of any paper, or evidence, to contradict this assertion; and particularly I call upon the gentleman upon whom written reports are forwarded, to have been examined, to justify himself by putting forth statements derogatory to my reputation, and to bring forward the evidence upon which each report was founded, or, at least to have the witnesses to clear my name from the charges made upon it."

This course on honest men would not be likely to follow; but what is done by the person charged? The question is narrowed to affidavits, made solely to effect a legal object, and which do not permit the whole question to be brought into view; and even then an opposition is made to the production of the papers upon which the application for release was grounded. Is it possible that the Board of Aldermen cannot see the drift of this subterfuge, and its result? The columns, as they are called, upon the documents proving the allegations—the evidence—the direct fact in refutation of the evidence of the fraud; and the determination not to report them to the committee, and thus to clear my name from the charges made upon it, and to produce themselves, but by placing the alderman in a false position, and drawing vague information therefrom. On the one side certain facts are asserted, and these proved by the indisputable evidence of the papers—on the other side the facts stated are met by a subterfuge; now, take away the proofs from the one side, and you would have done for the judgment.

Ald. T. Wood might, with much propriety and truth, say to those who wish to see the alderman, so to say he knows not of what the alderman consists, but this is in keeping with his declaration, months after these charges were brought against him in a court of justice, and decided by Lord Donnan, "that he understood some vague charges were made, but what they were he knew not." Every charge made in these affidavits can be substantiated by documentary evidence, and that not merely by the exhibits in question, but by numerous papers, upon which no business whatever can be made. These papers are accessible to the committee, if they desire a true and full knowledge of the various points at issue; and which I believe they do, and will suffer the facts to be established in the way they see fit. If Ald. Wood, himself, will not call for their production, which, from his present course of defence, seems impossible, it is clearly the duty of the committee to take those self-contradictory measures, for the production of evidence for arriving at the honest conclusion, which the case so clearly points to; and which will lead to "the truth, the whole truth, and nothing but the truth."

Jan. 27.

[For continuation of "Original Correspondence," see p. 34.]

